

From New York City and its suburban territory, \$94.30.		
Buffalo - - \$81.10	Jamestown - \$79.80	Galion - - \$73.70
Binghamton - 90.60	Corry - - 78.40	Marion - - 72.90
Owego - - 89.60	Meadville - 77.85	Lima - - 70.90
Elmira - - 87.70	Greenville - 77.80	Dayton } 72.90
Corning - - 87.30	Warren - 76.20	Via Marion }
Rochester, N.Y. 83.96	Akron - - 74.50	Decatur - 69.15
Hornell - - 85.20	Ashland - 74.50	Huntington - 68.20
Bradford - 81.98	Mansfield - 74.30	Rochester, Ind. 66.50
Olean - - 82.00	Youngstown 76.60	Crown Point 64.50
Salamanca - 81.10	Cleveland - 76.00	

Tickets on sale from March 1st to November 30th, 1915, inclusive.

The limit for return, to reach starting point will be three months from date of sale but not to exceed December 31, 1915.

If longer limit is desired, All Year Tourist or regular Summer Tourist tickets may be purchased (daily).

Tickets will be sold going and returning via same route, or going one direct route, returning another; or going one way via rail, returning via New Orleans or Galveston and thence steamer, or vice versa.

Daily except Sundays a special electric lighted Pullman drawing room sleeping car is operated from Boston and other important New England points to Chicago via Albany and Binghamton. A tourist sleeping car leaves Boston every Wednesday for Chicago and west via same route.

Any of the following representatives will be glad to discuss your exposition trip with you or if you prefer, call on the nearest Erie ticket agent. Consider these men entirely at your service and be assured that they can give you intelligent information.

R. H. WALLACE,
General Passenger Agent,
NEW YORK.

G. M. CRAIG,
Asst. General Passenger Agent,
NEW YORK.

NEW YORK.—JAMES BUCKLEY, General Eastern Passenger Agent, J. A. DOLAN, Assistant General Eastern Passenger Agent, 399 Broadway, corner Walker Street, W. O. ROCK, Division Passenger Agent, Chambers Street Station.

BROOKLYN, N. Y.—E. H. BARTO, City Passenger Agent, 24 Court Street,

CLEVELAND.—J. D. BROWN, Assistant General Passenger Agent, F. S. HOWARD, Division Passenger Agent, Garfield Building.

BUFFALO.—A. C. HILTON, General Agent Passenger Department, FRANK PRIEST, Traveling Passenger Agent, 309 Main Street.

CINCINNATI.—J. H. WEBSTER, General Agent Passenger Department, 416 Walnut Street.

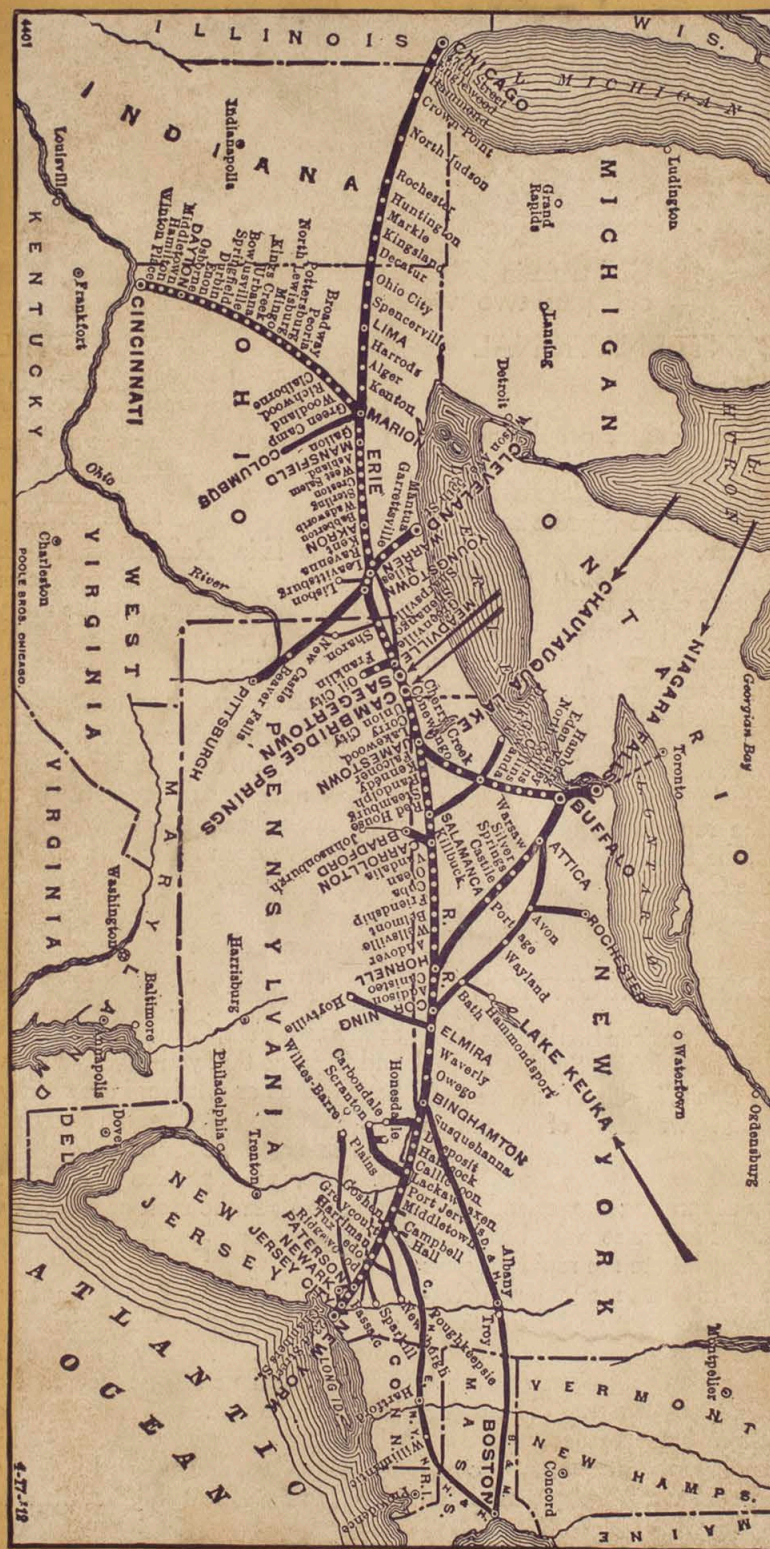
DAYTON.—W. F. COOKE, Ticket Agent, Union Station.

BOSTON.—O. W. JORDAN, New England Passenger Agent, C. S. HASTY, Traveling Passenger Agent, 210-211 Old South Building, 294 Washington Street.

ELMIRA, N. Y.—E. B. JONES, Division Passenger Agent, Erie Station.

MANSFIELD, O.—O. L. ENOS, Traveling Passenger Agent, Erie Station.

ERIE RAILROAD MAP



PICTURES.—Top row reading left to right, portion of formal garden—San Diego Exposition; Dome of Palace of Education looking from Fine Arts Lagoon, San Francisco Exposition. Starrucca Viaduct near Susquehanna, Pa., over which Erie trains run. Ornate entrance to the Foreign Arts Building, San Diego Exposition. Avenue of Progress, Main Entrance Machinery Palace, San Francisco Exposition. Center left picture—Palace of Mines. Center right picture—Avenue of Palms and Palace of Education. Both San Francisco Exposition. Bottom row reading left to right, a quiet Patio, San Diego Exposition; Statue representing Sunshine and Statue representing Rain, San Francisco Exposition. Patio, Southern California Country—San Diego Exposition.

California in 1915

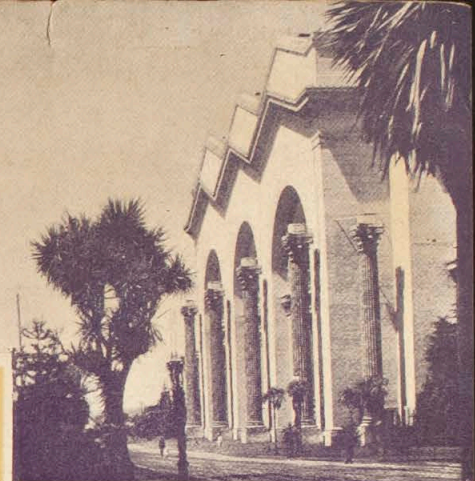
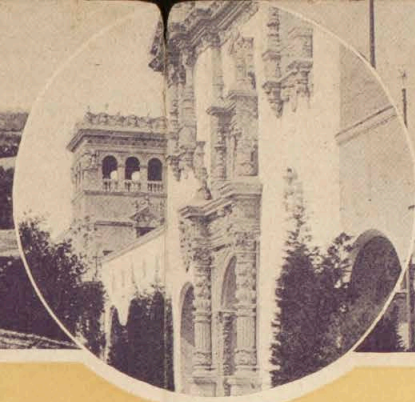
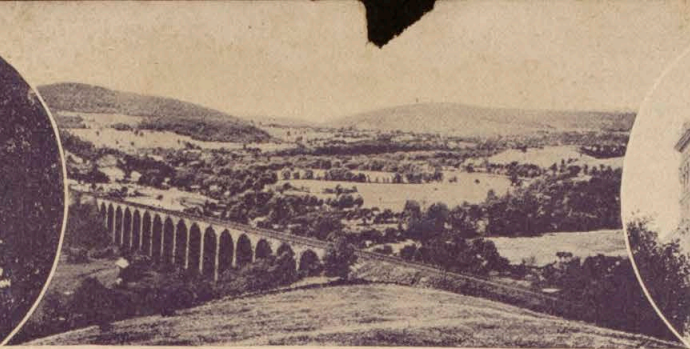
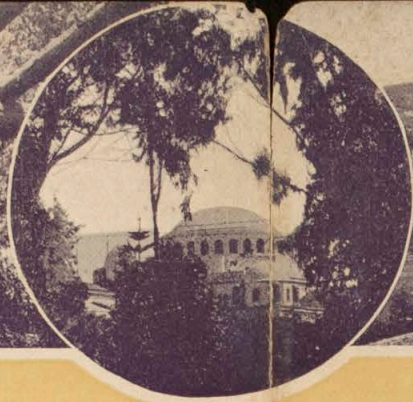


Panama-Pacific
International Exposition
San Francisco

Panama-
California Exposition
San Diego

Erie Railroad

R. H. Wallace
General Passenger Agent
New York



California in 1915 will be California of old plus two wonderful expositions.

THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION

in San Francisco is universal in that it includes the people and the products of every section of the globe; is timely because the results of the present decade's achievements will have the place of honor; and is selective, every exhibit being subjected to vigorous investigation before final approval and acceptance.

The main exhibit palaces, which are eleven in number, house comprehensive exhibits that vividly illustrate the progress of mankind in the Fine Arts, Education, Social Economy, Liberal Arts, Manufactures and Varied Industries, Machinery, Transportation, Agriculture, Horticulture, and Mines and Metallurgy.

In addition to these palaces there are, the Festival Hall, the amusement sections, the various State buildings, the pavilions of foreign countries, the aviation field, the race track, the live stock exhibit, the great military reservation, the Presidio, the Tower of Jewels, the Court of the Universe, the Court of the Four Seasons, and other splendors.

THE PANAMA-CALIFORNIA EXPOSITION

at San Diego, but twenty miles from the Mexican border, has been erected along the shores of the "Bay of the Rising Sun," and has aspired to the atmosphere of "Sunny Spain," both in architecture and its activities, amid the natural wonders of Southern California.

But this exhibition does not stop at recalling the splendors of bygone days. Here also will be found displays that demonstrate the rapid progress of nations. Model farms are under cultivation. You view the latest achievements in farming machinery and methods in actual operation. There are lemon groves, orange groves, and other fruit groves. The object of the entire exposition is to show products in the process of growing or the process of manufacture rather than to display the finished article.

DESCRIPTION OF PICTURES—SEE LAST PAGE.

HOTELS.

The hotel accommodations in California are practically unlimited and the rates have not been raised for the Exposition period. Besides the hotels there are numerous boarding houses where one can live very economically.

THE ERIE TRIP.

The Erie Railroad is an excellent way to reach these Expositions. The courtesies you receive enroute from all employes, the beautiful scenery, and the many other travel comforts support such a statement.

Erie dining cars are operated on the "pay-for-what-you-order" plan. All soups, pies and entrees are prepared fresh on the train.

In the last thirteen years the Erie Railroad has expended over \$100,000,000 for additions and betterments with the result that it is now a double-tracked, rock ballasted railroad, protected with automatic block signals, from New York to Chicago. In addition to this, grades have been reduced, and heavier steel rails have been laid.

Futhermore, Erie agents are capable of lending valuable assistance in arranging your trip and they will be glad to furnish you with additional travel booklets. You will appreciate the value of this service when you consider the importance of the trip to and from the Expositions. For example, there are points enroute such as Niagara Falls, Chautauqua Lake, Cambridge Springs, Cleveland, and Chicago that you have always wished to visit. Perhaps you have friends or relatives in some city enroute you would like to see. Besides there are the many interesting points west of Chicago. The Erie agent, because of his daily association with transportation problems, is in a position to advise just how you can stop-over at these points in the most convenient way.

FARES.

Special round trip fares have been authorized to the Expositions from all Erie stations. A few of these fares are quoted. Others can be secured from your local ticket agent. When routed one-way via Portland fare will be \$17.50 higher, or one-way via Galveston and Mallory Steamship Line \$12.00 higher than following fares.

